

# Hongkong Daily Press.

ESTABLISHED 1857.

T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901. [a1837]



## ADVERTISEMENT

A. S. WATSON & CO.,  
LIMITED.BREWED  
GINGER BEER  
IN STONE BOTTLES.THE GINGER BEER we supply  
is prepared in our well known  
factories from the freshest and best  
ingredients, and holds the unique position  
of being the only GINGER BEER  
in the Colony that is really BREWED.Of the highest standard of excellence and  
purity, our GINGER BEER forms a most  
refreshing and health-giving beverage.

Per Doz.

Price (in Stone Bottles).....\$1.75.

One Dollar per dozen is allowed for the  
bottles when received back at our factories  
in good condition.A. S. WATSON & CO.  
LIMITED.BREWERS OF GINGER BEER AND  
STERILIZED WATER  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

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ONLY communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
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## BIRTH.

At 10, Yuen Ming Yuen Road, Shanghai, the  
wife of WILLIAM HARRIS, H.B.M. Office of Works,  
of twins, son and daughter.  
DEATH.  
On the 22nd August, at Kobe, J. M. BURN,  
citizen of the United States, aged 43 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD, U.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st September, 1902.

The behaviour of the lower class Chinese  
in this Colony, of the status loosely defined  
as "coolie," has always been of a fluctuat-  
ing character, not because the evil  
characters have at times become repentant  
and suddenly attempted to reform their  
ways, but chiefly, we imagine, because certain  
seasons of the coming over from the  
mainland of China of an extra supply of  
native labourers, in whose ranks are many  
undesirable as well as many desirable  
residents for this Colony, while, on the  
other hand, the temporary cessation of  
active employment in some branches of  
industry causes numbers of the less valuable  
workmen to return to their own homes.  
No doubt, too, an outburst of zeal on the  
part of the police has an excellent effect in  
the clearing away from our midst of many  
natives with whose presence we can well  
dispense. But, whatever be the reasons,  
there is most certainly a periodicity in the  
displays of the criminal propensities of the  
more turbulent of the Chinese in the Island.  
At the present moment we seem to be  
enjoying (as the phrase goes) one of these  
periods, though of course it is nothing like  
some of the outbreaks which used to render  
Hongkong notorious in the past, from the  
early days when in August, 1846,  
residents were advised to carry arms  
and not proceed to any distance from the  
town alone. In three times the local papers  
were full of accounts of outrages, and  
extraordinary measures were necessary, as  
any history of Hongkong will show. Now  
matters are very different. The other day

an American missionary declared that the  
streets of Hongkong were as safe as those  
of any big town in his native land. And so  
for the most part they are. We cannot,  
however, shut our eyes to the fact that the  
criminal class has recently been giving  
notable evidence of its presence. Three  
instances of snatching of property in broad  
daylight on the public road have been  
chronicled in these columns of late, two  
within the last week. We have also had to  
call attention to the practice of throwing  
missiles from houses at passing Europeans.  
Petty thefts from respectable natives as  
well as from European firms have been  
certainly very common this year, and, we  
should fancy, above the average of late  
years in number. Such offences as these  
are not to be compared with the violent  
outrages of earlier Hongkong history, but  
nevertheless they cannot be passed over in  
silence without injury to the good name  
of the Colony. The increase in the number  
of these breaches of the peace may well be  
due to extraneous circumstances, as has been  
suggested above, but this does not render  
it any the less advisable that special steps  
should be taken. Mr. HAZLEND has  
shown, in some of his recent sentences at  
the Police Court, that he thinks that the  
infliction of corporal punishment will have  
a beneficial deterrent effect. There are  
people who dispute this in the case of  
European offenders, but we do not know  
that any, speaking from knowledge, would  
argue in like manner in the case of Chinese  
criminals, even if it were to be granted that  
they are right about Europeans. It is  
certain, at any rate, that the flogged native  
thief is unlikely in most cases to emerge  
from prison any the less thievish in propensities  
from his flogging. Is there then any  
addition to the ordinary sentence of im-  
prisonment for theft and such offences,  
which will benefit the Colony? We think  
that there is, in the more frequent depor-  
tation of such offenders from Hongkong.  
The power of banishing these "undesirables"  
rests in the Governor, and it might well be  
more freely used. We get much of the scum  
of China (as Chinese residents will be among  
the first to admit) coming to the Colony,  
and having a means to hand of turning  
back the stream, we should not be so chary  
of using it. One other point we would urge  
on the Government, and that is the station-  
ing of European policemen, or in default of  
them Indian policemen with a knowledge  
of English, in districts where outrages  
against Europeans occur. We do not mean,  
of course, that wherever an European has a  
watch or handbag snatched away or some  
such outrage occurs a white constable should  
at once be placed at that point. But  
certainly if more than one offence of the  
kind occurs in a certain neighbourhood and  
it is found that no intelligent constable was  
at hand, there is a call for more efficient  
police protection. We trust that we can  
say this without being taken to cast a slur  
of the police administration, which is far  
from being our desire. Efficient municipal  
government, however, even in a Crown  
colony, is not probable without an under-  
standing between public and police, and in  
Hongkong the public does not yet feel that  
the police force is thoroughly able to give it  
that full measure of protection against  
lawbreakers for which it has a right to look.

It is notified in the *Gazette* that Amy has  
been recognised by Hongkong as free from  
cholera.

On the U. S. S. *Rainbow* returning to Manila  
after dry-docking at Kowloon, the distilling and  
supply ship *Iris* is to come here for repairs also.

Messrs. Erich Georg & Co. say in their  
weekly share list dated Hongkong, 30th  
August:—We have to report on a much more  
satisfactory market this week, a variety of  
stocks having been dealt in at rates which in  
most cases show an improvement, and the  
market closes decidedly healthier.

The Governor's new Peak residence is being  
furnished with all despatch in view of the ex-  
pected return of His Excellency Sir Henry  
Blake on the 9th inst. It will be some time,  
however, before the young bamboo hedges  
surrounding the house will serve the occupants  
as a sufficient protection from the gaze of  
passers-by.

The billiard tournament in the Civilian Club  
was brought to a close last week. Mr. W.  
Goldenberg won the first prize (a silver rose-  
bowl), and second honours fell to Mr. O. H.  
Chunmatt, who thereby secured a silver cup.  
To Mr. J. Quinn went the prize for the highest  
break, a handsome silver cigar-case kindly  
presented by Mr. H. T. Coleman.

On Saturday, about half-past four o'clock  
in the afternoon, the Colony was visited by  
a violent thunderstorm. It lasted for rather less  
than an hour but was very severe though short-  
lived. The Harbour people were under the  
impression apparently that a typhoon was in the  
air, for the bulk of the small craft made for the  
shelter at Causeway Bay. As it was, however,  
the storm cleared off as rapidly as it had come  
down and the evening was pleasantly cool, a  
result no doubt of the heavy rains which fell.  
Streets were flooded in some quarters, but no  
serious damage is reported.

Another day free from plague ended at noon  
on Saturday.

The German Minister, Baron von Mumm,  
will return to Peking as soon as his leave has  
expired.

Venezuela is protesting against the non-  
sanctioning of the blockade by the Powers.  
The prospects of the insurgents are improving.

The *Shanghai Mercury* says that Sir James  
MacKay, British Commercial Treaty Com-  
missioner to China, has booked his passage home  
for himself and family by the next *Empress* boat.

A New York telegram to Manila, dated  
August 2, says:—The San Francisco Trading  
Company is preparing to ship cotton direct  
to China and will endeavour to oust the British  
middlemen.

The two defendants in the *Freedom* libel case  
at Manila have had judgment given against  
them, the verdict being six months' hard labour  
and a fine of \$1,000 (gold) each. An appeal  
has been lodged.

An official telegram has been received by the  
Japanese Government, stating that France has  
consented to the return of the railways at Shan-  
haiwan, provided she is allowed the privilege of  
constructing the railway from Tientsin to  
Paoching.

The cholera epidemic in Foochow, according  
to a native despatch from that city, has declined  
considerably lately, inasmuch that some parts  
of the city and suburbs where the disease ran  
most rampant a month ago are pronounced at  
present comparatively free from it.

The *Saturday Review* concludes an article  
entitled "Chateaux on China" with the sensible  
remark:—"Abolition of the word *letkin* from the  
Chinese vocabulary" has an outlying sound;  
but there is significance in the hope expressed  
by the President of the Manchester Chamber  
of Commerce, that no other word will be found  
to take its place.

The trouble in Northern Siam is reported  
over. The *Siam Observer* of the 22nd August  
says:—A telegram received from Mueang Narn  
brings the satisfactory intelligence that Chao  
Rajwongse—the Chief of Chiangmai—in  
command of forces from Narn, blocked the  
road north of Phime and captured about two  
hundred Shan robbers who were fleeing from  
Phra, on the 14th inst.

The *N. C. Daily News* learns from Yochow,  
under date the 20th ult., that Mr. H. B. Stewart,  
of the China Inland Mission, left Changteh  
on the 18th ult. for Chaochow, under escort,  
to investigate the circumstances of the murder of  
Messrs. Bruce and Lewis. After seeing him  
safely off, H.M.S. *Snipe* and S.M.S. *Vorwärts*  
proceeded to Yochow, crossing the Tungting  
Lake. This, as far as is known, has not been  
done before by steamships.

Under the auspices of the Victoria Recreation  
Club, the open half-mile swimming champion-  
ship of the Colony will be decided on Thursday,  
11th inst.; two prizes, entrance fee, \$1. There  
will also be a four-lengths (133 1/2 yards) race,  
and a scratch race open to Army, Navy, and  
Police. On the following day there will be  
swim off the 200 yards championship of the  
Colony open to all comers; two prizes,  
entrance fee, \$1. Entries close on Thurs-  
day, at 6 p.m., to Mr. Frank W. White, the  
Hon. Secretary.

The *Shanghai Times* of the 26th ult. says:—  
Willis E. Gray, representative of the Han-  
kow Railway Concession, left last night on  
the *Chuanan* for Hongkong and Canton, in the  
interests of that company. Mr. Gray said last  
night that he had already sent men to Canton  
two weeks ago, and that the work was now  
under way. The road is to extend from Canton  
to Hankow, and will cover about seven hundred  
and fifteen miles, and nine hundred and eighty  
miles, including branches. Everything con-  
nected with the road is to be of American  
manufacture, the engines to be of the latest  
Pullman pattern. It is not possible to say just  
when the work will be completed, but if every-  
thing runs along smoothly it should be finished  
in nine months or a year.

According to a Tientsin despatch, to the  
*Asahi*, on the 18th ult. a party of five or six  
Japanese soldiers came into conflict with a  
number of German soldiers at Tongku, the  
fighting lasting for several hours. In the  
course of the struggle a non-commissioned  
officer of the Japanese company lost his sword,  
which was seized by the Germans. No one,  
however, was seriously injured. It is also  
stated that on the 19th ult. two Japanese  
soldiers engaged in a quarrel with seven Russian  
soldiers at a Japanese house at Tongku. One  
Russian was severely injured. A Japanese  
soldier was arrested by the Germans. Mr.  
Harada, police-inspector in the Japanese Con-  
sulate at Tientsin, proceeded to Tongku the  
same day to make enquiries into the matter.

Messrs. Hotz, Jacob & Co. have been ap-  
pointed agents in Hongkong for the General  
Marine Insurance Co., Ltd. of Dresden, capital  
3,000,000 marks, working in connection with  
the Saxonia Re-Insurance Co., Ltd. of Dresden,  
also having a share capital of 3,000,000 marks.  
The General Marine Insurance Co., Ltd., of  
Dresden, obtained the Royal Charter from the  
Saxonian Government on 4th February, 1881,  
and have since then been working successfully  
all over the world. Their London establish-  
ments are the Consolidated Marine Insurance  
Company of Berlin and Dresden, Ltd., 123,  
Bishopsgate Street. From the report of the  
Company for 1901 it appears that, besides the  
share capital already specified, the reserve funds  
at the beginning of the year amounted to  
885,000 marks, which shows the concern to be  
in an extremely strong position.

Miss Mary McCalla, the daughter of Com-  
mander McCalla, U. S. N., was married on the  
22nd ult., at Newport, to Lieut. Arthur  
MacArthur, son of Major-General Arthur  
MacArthur, late Military Governor in the  
Philippines. Lieutenant MacArthur is an  
officer in the navy junior grade.

The *N. C. Daily News* gives the following  
account, from a Wuchow despatch, of how  
General Ma lost his life in Kwangsi.—It  
seems that the General, with a force of nearly  
2,000 men, attempted to force the gates of a  
walled village, called Luogai, in Wuyuan-hsien,  
but was received with such a hot fire from the  
body of rebels holding the place that in a few  
minutes General Ma and about eight of his men  
were shot down, in front of the gates. General  
Ma's body was eventually recovered, and his  
men retreated back to Nanning.

On Coronation Day every man in the Navy  
either drank the King's health in a tot of rum  
or received the equivalent in savings. It is the  
cheapest "big" drink in the Empire. Probably  
not less than 100,000 men poured out libations in  
honour of the King. The equivalent of a  
ration of rum is a halfpenny and half a farthing,  
so that men who do not take up their grog are  
entitled to a penny farthing every two days.  
The cost, then, of 100,000 rum rations works  
out at £325, about the price of a dozen bottles  
of the late Queen Victoria's extra special sherry,  
which thirty men will consume after dinner.

Officers and men of the Royal Navy who took  
part in the suppression of the Chinese Boxers  
have little reason to be satisfied with the treat-  
ment they have received at the hands of the  
India Office and Foreign Office, says a home  
paper. The Admiralty had decided to grant  
bounties to every man engaged in the opera-  
tions, and they suggested, in correspondence  
with the departments named, that these should  
be fixed at the rate of £200 for captains  
and proportionate sums for officers and men  
according to rank. After an exchange of  
correspondence on the subject it has been  
decided to reduce the amount of the proposed  
bounties to one-third.

## THE KING'S PRIZEMAN.

Lieut. E. D. Johnson, London Rifle Brigade,  
who won the King's Prize at Bales, is twenty-  
six, an athlete with thin face and keen blue  
eyes, an old King's College boy, born in  
Leicester, a moderate drinker, smoker, and  
for the rest is an accountant. He had an  
extraordinary experience in connection with  
the war. Being actually refused for the U.I.V.,  
on the ground that he was not a sufficiently  
good horseman, the young lieutenant promptly  
refused this judgment by going out to the Cape  
and joining the Rough Riders. One of the  
first men that Colonel Chelmsford, command-  
ing the M. I. division of the C.I.V., met when  
he reached Pretoria was Johnson. It must  
have been a great surprise to the colonel to find  
the rejected subaltern acting as adjutant of a  
corps of Rough Riders! Lieutenant Johnson  
brings the Blue Riband of marksmanship to  
the metropolis for the first time since Armou-  
er-Sergeant Fulton's victory in 1888.

HONGKONG'S ASSETS AND  
LIABILITIES.

The following statement of the Colony's Assets and Liabilities on the 30th June, 1902, appears in the <i>Government Gazette</i> over the Colonial Treasurer's signature:—	
ASSETS.	\$ c.
Bank balance	.....
Crown Agents' balance	60,770.64
Advances, &c.	.....
Subsidiary coins	1,023,000.00
Total assets	\$1,083,770.64
Balance	1,556,129.82
	\$2,639,900.46
LIABILITIES.	\$ c.
Deposits not available	436,797.28
Crown Agents' drafts	13,026.70
Money order remittances	2,172,096.87
Balance overdraft, bank	.....
Balance overdraft, Crown Agents	60,770.64
	\$2,639,900.46
Subsidiary coins in transit	734,000.00
Estimate of silver at mint	906,808.00
	\$1,640,808.00

## MORE TROUBLE IN COREA.

The Emperor of Corea is about to celebrate  
the fortieth anniversary of his coronation. Such  
events are sources of considerable anxiety in  
Corea, the basis of all festivities, namely money,  
being unfortunately absent. Hence there has  
been much talk of negotiations between the  
Court and Mr. MacLeary Brown, the latter  
not being at all disposed to squander upon  
superfluous demonstrations the small medium  
of funds remaining in his hands. Apparently  
some exit from this dilemma was found. But  
now another presents itself. The Korean  
Government announced His Majesty's purpose  
to the various Courts of Europe and asked  
them to send special envoys to attend the  
ceremony. Naturally the reply was that the  
Representatives already in Seoul would be  
instructed to act for their respective countries  
on the auspicious occasion. That did not  
please the Korean monarch. He had looked  
for something more splendid. One Power,  
however, appreciated his mood and agreed to  
send a special envoy. That Power was Russia  
and the envoy chosen was Mr. Woelker. But  
the news is said to have caused anything but  
satisfaction in the Korean capital. An  
apprehension prevails that the Russian envoy  
does not come merely to make *ade de presence* at  
the coronation, but that he brings something up  
his sleeve; something which will invest the  
rejoicings with an atmosphere of mourning.  
It is certainly a source of anxiety to have  
important friends and also to be in possession  
of objects which they covet.—*Japan Mail*.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 30th August, 9.40 p.m.

## TERRIBLE FLOODS IN NEPAUL.

Owing to the heavy rains causing the  
rivers to overflow their banks several  
hundreds of lives have been lost in Nepal,  
while great damage has been done to  
property.

## REUTERS SERVICE.

LONDON, 28th August.

EARTHQUAKES IN THE  
PHILIPPINES.

A series of earthquakes has taken place in  
the Moro country, Philippines Islands, near the  
American headquarters. Sixty natives are re-  
ported to have been killed, but no Americans.

LONDON, 28th August.

## MARKHAM V. WERNHER, BEIT &amp; CO.

Mr. A. B. Markham, M.P., in a letter to  
Messrs. Wernher, Beit & Co., "unreservedly  
withdraws the unfounded charges made by  
him" in the House of Commons on the 19th  
March, 1901, and subsequently repeated to a  
constituent, and expresses his sincere regret  
for the occurrence. Messrs. Wernher, Beit  
& Co. have accordingly withdrawn the action  
which they had instituted for slander.]

LONDON, 28th August.

## THE RUSSIAN TEA DUTY.

The additional customs duty imposed by  
Russia on certain teas imported into European  
Russia from the Far East, is at the rate of  
three roubles per pood, not pound.

## THE KING'S MOVEMENTS.

His Majesty the King has participated in  
the deer-stalking now being carried on in  
Scotland, and has shot a stag.

## LORD ROBERTS AT DOVER.

The freedom of the city of Dover has been  
conferred on Lord Roberts.

## CHANNEL SWIMMING RECORD.

Holbein, who made a second attempt to  
swim the English Channel, was removed from  
the water exhausted, one mile from Dover.  
He swam 53 miles in twenty-two hours, making  
a record.

LONDON, 29th August.

## PERSIA AND TURKEY.

An understanding in principle has been  
reached between Persia and Turkey, under the  
auspices of Russia, for a treaty of commerce  
embodying a specific tariff on the basis of the  
most favoured nation treatment. This is the  
corollary reported in the recent Russo-Persian  
treaty.

## RUSSIA AND AFGHANISTAN.

There are indications of a campaign begin-  
ning in the Russian Press in favour of the  
total or partial abrogation of the Anglo-Russian  
Agreement of 1873 regarding Afghanistan.  
The St. Petersburg *Novoe Vremya* in a  
further article, apparently inspired, mentions  
that Russia made a formal declaration to Great  
Britain two years ago suggesting a modification  
of the agreement.

LONDON, 29th August.

## THE HOUSE-TAX IN JAPAN.

The Protocol providing for arbitration of  
the house-tax question in Japan has been signed  
at Tokyo.

## THE KING OF ITALY IN GERMANY.

A state banquet was given at Berlin in hon-  
our of the visit of H. M. the King of Italy  
yesterday evening. The German Emperor,  
toasting the King of Italy, referred to the  
renewal of the triple alliance which, he said,  
continued in its old strength and had woven  
itself in the lives of three peoples. The King  
of Italy in the course of his reply said that the  
two nations would advance in the paths of  
civilisation protected by this old alliance; now  
recognised as an effectual safeguard for peace.

## LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *König  
Albert* left Shanghai, via Foochow, on the 30th  
ult., at 4 a.m., and may be expected here on or  
about the 3rd inst.

The C.P.R. steamer *Empress of India* arrived  
at Shanghai at 8 p.m. on the 29th ult., and left  
again at 6 p.m. on the 30th for Nagasaki, where  
she is due to arrive at 7 a.m., to-day.

The steamer *Lightning*, from Calcutta,  
left Singapore for this port on the afternoon  
of the 28th ult.

The P. & O. chartered steamer *Glenelg* left  
Singapore for this port on the 30th ult., at  
8 a.m.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 30th August.

## GOVERNMENTAL CHANGES.

It is said that the new provincial Governor  
Lee Hing-yui is expected to arrive at Canton  
within ten days; no orders have been given to  
the Nam Hoi and Panyu magistrates to make  
preparations to receive him. When he comes  
he will take over the seals of the present pro-  
vincial governor, H. E. Tak 'Sow, while the  
latter will then take over the seals of office  
from H. E. Tse Ma-ai acting Viceroy. Tse Ma  
will then be able to leave his post.

## THE CANTON-HANKOW RAILWAY.

Some of the staff of the Canton and Hankow  
Railway Company have arrived and the  
Superintendent of Works, Mr. Grey, an Ameri-  
can, and his interpreter, Loung Sau-choo are  
also expected here shortly from Shanghai.

## FOREIGNERS IN THE INTERIOR.

It is said that the Viceroy has received  
official instructions from Peking to com-  
municate to the officials of the different  
districts that whenever any missionary or other  
foreigner travels under passport into the  
interior he has to make arrangements to  
engage either coolies, boats or carriages, and  
the Chinese officials are not to be responsible  
for the same.

## A MILITARY TROUBLE.

In consequence of the frequent disturbances  
caused by local bandits in Wai-chow the  
Viceroy sent soldiers of the Hui Shing  
regiment to suppress them. However, on  
account of a quarrel between some soldiers, the  
two regiments fought among themselves, and  
the officers had to intervene to suppress the  
disturbance.

## GUN-RUNNING CATTLE-DEALERS.

Among other adventures, smugglers, and  
merchants who for the sake of gain supply  
arms to the rebels in Kwangsi, it is ascertained  
that the cattle-dealers also, who carry arms for  
self-protection, are combining this same disloyal  
business with their lawful trade. The Viceroy has  
in consequence given orders to have the names  
taken of all the cattle-dealers who convey cattle  
from Kwangtung to Kwangsi for sale, and  
the number of the arms they carry registered.  
In case they are found to have anything to do  
with the rebels they are to be severely punished.  
NEW MILITARY INSTRUCTIONS FOR WHAMPOA.  
Two Japanese military instructors, and also  
two Chinese who have learnt military drill for  
some time in Japan, have been engaged to give  
military instruction and teach drill to the  
Chinese students in the military school in  
Whampoa. The other day they had an inter-  
view with the Viceroy.

## POLICE COURT.

Saturday, 30th August.

BEFORE MR. F. A. HAZLEND (POLICE  
MAGISTRATE).

THE WELLINGTON STREET ROBBERY.  
The case against the coolie, who snatched a  
gold watch and chain from Mrs. Smith in  
Wellington Street on Friday forenoon, under  
circumstances reported in our Saturday issue,  
was proceeded with. The defendant pleaded  
not guilty, although caught red-handed.  
Mrs. Sheffield described the theft, and was  
followed in the witness-box by J. J. de Silva,  
the Sanitary Board foreman who pursued and  
caught the defendant and, after handing him  
over to Mr. Richard Flows, the European who  
joined in the chase, searched in the place where  
the watch and chain had been thrown and  
restored them to their owner.

His Worship did not take any further evi-  
dence, being satisfied of the defendant's guilt.  
The defendant in his statement said he was  
suffering from a disease and could not get any  
work. He was very poor and had a long and  
fruitless search for a claimant, he was sitting  
down to rest when he saw a coolie running along  
the street with a watch and chain in his hand.  
At a point opposite the defendant he threw them  
down, and the latter picked up the articles and  
was examining them when the Sanitary Board  
foreman rushed up and arrested him.

The story did credit to the prisoner's faculty  
of invention, but it took nothing off his sen-  
tence, which was one of six months' hard labour,  
the first and last 14 days to be spent in solitary  
confinement. He is also to receive two whip-  
pings of 20 strokes each.

His Worship directed Inspector Whitely, who  
had charge of the case, to bring the conduct  
of the sanitary foreman before the notice of the  
Sanitary Board and police officials.

## BIG JEWELLERY ROBBERY.

Chan Tsin, the woman who was arrested on  
the morning of the 9th ult. on a charge of  
stealing over \$2,900 worth of jewellery from a  
house at 18, Wellington Street, and whose name  
has been on remand ever since, was sentenced  
to six months' hard labour. Detective-Sergeant  
Kerr recovered nearly all of the stolen jewellery.

BEFORE MR. J. H. LEWIS (ACTING  
POLICE MAGISTRATE).

AN INTERNATIONAL QUARTETTE.  
William Smith, an Englishman, James  
O'Neill, an Irishman, William Pansy, an  
American, and Justo P. Madria, a Canadian, were  
sent to the house of detention for vagrancy.  
The Canadian was convicted of assault a little  
over a week ago, and fined \$2 or 7 days.

## ANOTHER BEACHCOMBER.

John McIntosh, whose name proclaims his  
nationality Scottish, was sent to prison for one  
month, with hard labour, for telling a return  
to the house of detention, to which he had been  
committed as a vagrant, that he had been  
employed as a rag-pick at a quarter past five on  
Saturday morning, on a pile of wood in Praya  
West, opposite the Central Market.

A gold watch and chain were found on the  
body of a man who had been killed. They had  
to play over, but the "killed" and the  
other "pulled" lost to sight of each other  
for half an hour they eventually met in the  
green. "How many of you old chaps?" asked  
the surviving party. "Oh, like as we were  
repelled the other," he said, "I was married  
the publisher, 'The Standard' that was, and  
made a bee line for the City Hall, and the bar-











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IN THE SUPREME COURT OF  
HONGKONG.

IN THE MATTER OF THE WILL  
OF A. W. A. WOHLERS,  
DECEASED, AND THE TRUSTS  
THEREOF.

AND  
IN THE MATTER OF THE  
TRUSTS ORDINANCE 1901.

TO JOHN WOHLERS AND ALL  
OTHERS WHO MAY HAVE CONCERN.  
NOTICE IS HEREBY GIVEN that the  
said A. W. A. WOHLERS has paid into  
Court to the credit of the above mentioned  
Trusts by FREDERICK HEINRICH  
HOHNKE and ANDRÉAS MATTHIAS  
VALENTINE SUONEMANN, Trustees  
of the above mentioned Will.

Dated the 23rd day of July, 1902.  
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Solicitors for the said Trustees.

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CAPTAIN SPENCER,  
Hon. Secretary & Treasurer,  
Ordinance Office.  
Hongkong, 1st January, 1902. [105]

HOUSES WANTED TO RENT—  
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LARGE or SMALL HOUSES for Euro-  
peans in Kowloon.  
Apply to—

MESS. PRESIDENT,  
3rd Burma Infantry,  
Queen's Hotel. [2249]

## WANTED.

A SUB-EDITOR and REPORTER  
(Short-hand) for a Paper in Japan.  
Apply, with References, to—  
"SUB"  
Care of Daily Press Office.  
Hongkong, 11th August, 1902. [2318]

## BRITISH NORTH BORNEO.

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AN EXPERIENCED FOREMAN for a  
Government Timber Mill. Must be  
thoroughly acquainted with the erection and  
management of Timber-cutting Machinery.  
Forward copies of recent testimonials and state  
salary required to—  
DIRECTOR OF PUBLIC WORKS,  
Sabahan.

Hongkong, 4th February, 1902. [144]

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IMPORTERS and EXPORTERS of  
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Jewellery, Curio, Cutlery, Electro-Plate, and  
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on Hire, &c. For the HIGHEST GRADE,  
BEST and CHEAPEST.  
6, QUEEN'S ROAD CENTRAL.  
Right opposite Robinson Piano Co.  
Hongkong, 20th November, 1901.

## PUBLIC COMPANIES

THE PUNJOM MINING COMPANY,  
LIMITED.

NOTICE IS HEREBY GIVEN that at  
a Meeting of the Board of Directors of  
the above named Company held on the 18th day  
of August, 1902, it was resolved that the  
following Ordinary Shares of the said Company,  
the distinguishing Numbers of which are  
hereunder written, be, and they were duly  
FORFEITED in Accordance with Article  
No. 25 of the Articles of Association of the  
said Company.

Notice of the liability to FORFEITURE of  
these SHARES appeared in the Hongkong  
Local Newspapers from the 8th day of July to  
the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES.  
2559/2583 4233/4234 12273/12277  
12697/12706 19094/19283 21433/21447  
22100/22121 23819/23918 35302/35391  
38119/38166 38174/38183 38360/38372  
49369/49392 55291/55310 55391/55490  
67602/67626

W. KERFOOT HUGHES,  
Acting Secretary.  
Hongkong, 20th August, 1902. [2238]

CAMPBELL MOORE & COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS in the above Company will be  
held in the COMPANY'S OFFICE, No. 29,  
Queen's Road Central, at 4 P.M., on TUES-  
DAY the 8th SEPTEMBER, 1902, for the  
purpose of receiving the Report of the Directors,  
with a Statement of Accounts to the 31st  
December, 1901.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 20th August to the  
9th September, both days inclusive.

By Order of the Board of Directors,  
M. A. A. SOUZA,  
Secretary.

Hongkong, 22nd August, 1902. [2264]

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd  
September, 1893, of the Five Shares Nos.  
5986/5990 in the Company, standing in the  
name of MR. TANG A LOK, of Hongkong,  
has been LOST, and if at the expiration of  
One Month from the date hereof the above  
document be not forthcoming another Certifi-  
cate will be issued by the Company and there-  
after no other will be acknowledged.  
Dated 25th August, 1902.

G. K. L. TOMLIN,  
Secretary.

GOVERNMENT GENERAL OF  
FRENCH INDO-CHINA.

THE  
HANOI  
EXPOSITION  
WILL BE OPENED ON  
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THE Exposition, which is situated close to  
the Railway Terminus at Hanoi, will com-  
prise a GRAND PALACE and MAGNIFICENT  
BUILDINGS, containing Artistic,  
Commercial, Agricultural and Industrial  
Productions of the greatest variety from  
France and her Colonies (1st section); French  
Indo-China (2nd section); and the countries of  
the Far East—China, Japan, Philippines, Siam,  
Netherlands India, British India, Straits  
Settlements, Burma, &c. (3rd section).

THE WEATHER in HANOI during the  
months of November—December, January, and  
February, is mild and invigorating and may be  
compared to a winter at Nice.

THE GALLERY OF FINE ARTS will  
contain more than 500 Pictures, and will be  
organised under the direction of the Inspec-  
tion-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways  
and Steamers to the chief Places of Interest in  
Indo-China (Cochin-China, Tonkin, Laos, Cam-  
bodge, Annam) will be organised at reasonable  
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Aquatic Sports, Balloon Ascensions, Fireworks,  
Dances, &c. will be provided.

RECEIPT CLIPS will be charged by  
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For FURTHER INFORMATION apply  
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P. THOMÉ,  
Commissaire-Général de l'Exposition  
de Hanoi.

Hongkong, 1st July, 1902. [1800]

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Hongkong, 25th July, 1902. [2293]

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address below will receive in exchange  
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well as 1,000 European Stamp gratis.  
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Mrs. KRAMER,  
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Leipzig, Germany.  
Hongkong, 23rd August, 1902. [2304]

THE U.S. MISSION TO THE  
VATICAN.

The London Daily Chronicle's correspondent  
at Rome writes, under date 25th July, an  
interesting letter about the Mission which  
accompanied Governor Taft to Rome and how  
the useful purpose in view was temporarily  
thwarted. The correspondent says—

"Judge by the *Osservatore Romano's* adroit  
announcement following Governor Taft's final  
Note, and you might conclude that all had  
passed off without a hitch; that the admiration  
of either party for the statesmanlike and  
businesslike qualities displayed by the other  
was enthusiastic to a degree; that the outcome  
of weeks of deliberation in Rome had proved to  
the American Mission and to the Vatican alike  
eminently satisfactory. But the official journal  
of the Vatican apart, there is a very different  
tale to tell. The *Tribuna*, commenting upon  
its contemporary's statement, drily remarks  
that the 'final negotiations' to be con-  
cluded at Manilla between the Apostolic  
Delegate and the Governor of the Philippines  
had, in all probability, some unpleasant sur-  
prises in store. This is but an echo from  
official quarters.

"In Vatican diplomatic circles there were on  
this subject three distinct groups of opinion.  
The first was that of an intriguing Intrigue-  
signe, whose supporters were unanimous  
that the American Mission was a thing to be  
thwarted at all costs. And for this reason.  
Its success meant in their view the red hat for  
that incarnation of Liberal Catholicism—  
Archbishop Ireland. The second group ob-  
jected to the American proposals on the score  
of principles, not personalities. Catholicism,  
they argued, had been hitherto the established  
creed in the Philippines. It had a prescrip-  
tive right to continue so. No agreement  
was possible between the Vatican and the  
United States which did not give express  
guarantee to this effect—the American  
Constitution notwithstanding. For since  
America had gained Catholic conquests it  
was for America to adapt itself to the religious  
requirements of its new environment, even  
should this necessitate a modification of its  
Constitution. The third view—that of the  
Opportunists—agreed that diplomacy should  
leave nothing undone to cement friendship with  
the United States. Not for a hundred years or  
more, if indeed since the Reformation era, had  
such an opportunity of displaying its prestige  
and of widening the sphere of its political or  
moral influence been accorded the Roman Curia.  
Braving influential Protestant opposition, the  
omnipotent Republic of the New World had  
exhibited honourable deference towards Rome  
such as no nominally Roman Catholic Govern-  
ment in Europe would go out of its way to show.  
The Opportunists were known to be shared  
by the aged statesman who, nominally at  
least, rules over the Roman Church. To es-  
tablish more intimate intercourse with the  
great non-Catholic nations, to inaugurate  
regular diplomatic relations with North  
America, to see Nuncios and delegates of his  
own recognised officially by Great Britain and  
its colonial dependencies—these were among  
the reigning Pontiff's most cherished dreams.  
Even within the last twelve months Leo XIII  
had fondly hoped to realise some such scheme  
in the Dominion of Canada, and also in Aus-  
tralia. But for the Pope's plan having proved  
wholly premature in the latter case, Cardinal  
Morma, who had wished to resign his See  
into the Pope's hands, would have stayed on in  
Rome and have become the sole English-speaking  
Cardinal representative in the Curia.  
And now, as was thought, a piece of rare good  
luck was to be had almost for the asking.

"In its composition the Cardinal Commission,  
approved though apparently not appointed  
personally by the Pope, was unfortunate.  
From the moment its personnel was notified  
abroad Opportunists waxed optimistic, and  
Opportunists fell into a state of trepidation  
lest their worst fears should speedily become fact.  
One of the principal points for discussion was  
the fate of the dispossessed Friars; and three  
out of five Cardinal members on the Commission  
belonged themselves to Religious Orders. There  
was Cardinal Gotti, the Carmelite; Vives y Tuto,  
Spaniard and Capuchin; and Steinbühler, the  
Jesuit. True, neither Capuchins nor Carmelites  
had direct interests in the island; and the  
Jesuits favoured as they were by the civil  
authorities and the Filipinos, would find it to  
their taste to gather up the ruins of power into  
their own hands at the expense of their rivals,  
the Friars. Why strenuous opposition came  
from this last quarter will presently appear.  
But the Cardinal Friars were bound by education  
and policy to espouse the cause of their Filipino  
brethren, quite irrespective of the actual reasons  
which warranted the latter's departure. Nor  
was it difficult to divine in what direction  
lay the sympathies of Cardinal Rampolla—  
an ex-officio member. The principle of  
solidarity, strenuously strengthened by finan-  
cial reasons, binds Rome to the Religious  
Orders; and any blindness to their privileges in  
one province would react disastrously upon the  
material well-being of the Holy See. The only  
Cardinal Commissioner with any title to im-  
partiality was Serafino Vannutelli—the popular  
pope who Liberals and the Bollandists hope  
may one day mount the Papal throne.

"The Cardinal Commission had not been at  
work many days before it became clear that  
it was wanting in the knowledge and qualifica-  
tions necessary for bringing negotiations to a  
speedy or satisfactory issue. To begin with,  
the American Mission found the Cardinals  
uninformed as to the state of affairs in  
the Philippines. A conciliatory spirit, too,  
was not in evidence. By confirmation direct  
from President Roosevelt, Governor Taft had  
to get the Cardinals to realise that the Ameri-  
can Mission was there not to discuss the future  
religious status of the Catholic Church in the  
Philippines, but to arrange an amicable and  
equitable settlement of matters affecting  
Church property. The American Mission post-  
poned its departure a full three weeks. Hardly  
had it done so when the Note sent in from the  
Vatican betokened fresh delays, fatiguing and  
fruitless. It was not to be expected that the  
Civil Governor of a vast territory still awaiting  
organisation could remain on in Rome for an  
indefinite period. Hence Governor Taft's final  
Note, which, taking advantage of Cardinal  
Rampolla's earlier suggestion that minor details  
be settled at Manilla between the Governor and  
the Apostolic Delegate, brought to an abrupt  
termination all dealings with the Cardinal  
Commission, and transferred the whole question  
far from the Church's centre."

"It was with the object of ascertaining what  
probable effects this step would have," con-  
tinues the *Daily Chronicle's* representative,  
that I interviewed one of the best-known  
members of the American Mission at the  
Quirinal Hotel. 'We soon saw that the  
conditions prevailing here,' explained my  
informant, 'were fatal to any satisfactory  
settlement. The Vatican refused assent to our  
one absolutely imperative stipulation, viz., the  
withdrawal of the Friars. It is important it  
should be clearly understood that this condition  
did not originate with the American Govern-  
ment. No. The expulsion of the Friars formed  
an integral part of the programme of the Insur-  
rectional Government. It was the unanimous  
demand of the Catholic inhabitants in the  
Philippines. None were more insistent upon  
this condition than the native clergy them-  
selves. There are some 900 to 950 parishes in  
the Philippines. Under the old régime the head  
priest of these parishes was, by Spain's decree,  
always a friar, who also exercised extensive  
temporal sway. Owing to the vastness of these  
parishes the presiding friar had serving under  
him two or more native priests. During the  
war fifty or sixty of these friars were shot dead.  
Three hundred and forty were captured, and  
condemned to sweep the streets of their own  
parishes, &c. Nearly five hundred took  
themselves to China, or to various parts of  
South America. The remnant, consisting of  
about another five hundred, concentrated at  
Manilla, being unable to return to their  
parishes, not from any opposition on the part  
of the United States, but on account of their  
intense unpopularity with native priests and  
people, and principally on the ground of their  
past immorality and tyranny. The Vatican  
alleged a weak reason for withholding its  
assent. It argued that to order or acquiesce  
in the withdrawal of the Friars might get it  
into trouble with Spain. But there was no  
suggestion of Spain's hint at interference, nor  
was anything less likely in fact. Secondly,  
the Vatican declared that we ourselves had  
no right to insist upon the Friars' leaving, be-  
cause we should be violating thereby the Treaty  
of Paris. Surely the parties to a treaty are  
the proper and best interpreters of its terms;  
hence it was nothing less than an impertinence  
for the Vatican to dictate to other Powers in  
what sense their own contracts are to be  
fulfilled."

"I gather, then, that the Vatican will suffer  
considerable disadvantage from the recent break-  
off of negotiations with the Cardinal Com-  
mission here in Rome?" enquired the correspon-  
dent. "Undoubtedly so," replied the American  
Missioner in a decided tone. "The advantages  
accruing to the Vatican from the original  
terms can scarcely be overrated. On the one  
condition of withdrawing the obnoxious *frati*  
the Vatican could have asked its own price.  
All property in the shape of ecclesiastical trusts  
and foundations devoted in the name of the Holy  
See from Spanish times would have been re-  
quired at the terms of the Holy See itself.  
Again, all indemnity for ecclesiastical buildings  
used for military purposes during the war  
and all compensation to the Friars on the  
transfer of their own property would have  
been determined, not at the caprice of the  
United States Government, but by a process of  
legal valuation in which the Pope's representa-  
tives would have played an equal part. All  
this now wears a very different complexion.  
The Apostolic Delegate must now treat with  
Governor Taft at Manilla, and say: 'Here is  
this land, or here are these buildings to be  
sold. What are you prepared to give?' And  
Governor Taft's terms will be decisive.  
Formerly, through the generosity of the  
United States, the Holy See was to have been  
spared all financial outlay in connection with  
these negotiations. Now, the Holy See must  
bear equally with America the heavy legal  
expenses of arbitration, not to reckon a host  
of incidental costs."

"Before taking leave, the correspondent's in-  
formant threw a noteworthy sidelight on the  
intrigues met with by the Mission. 'Curiously  
enough,' said he, 'the toughest opposition to  
our proposals which was encountered on the  
ecclesiastical Commission came from the Jesuit  
Cardinal Steinbühler. Now the Society of Jesus  
has been exceptionally well treated by our  
Government in the Philippines. The charge of  
the famous Observatory at Manilla has been con-  
fided to their charge with an annual subsidy of  
£40,000 for its upkeep. But Steinbühler had  
been told off to prevent the success of this  
American Mission out of hate for him whom  
Jesuits detest above all other American Church-  
men—I mean his Grace of Saint Paul's Minis-  
ter. For, as a matter of fact, the American  
Mission owes everything to Archbishop Ireland's  
energy. He it was who conceived the project,  
who suggested the same at the White House,  
who successfully carried the scheme through  
and got a Catholic Bishop numbered on the list  
of the American Mission."

The Philippine ecclesiastical problems then,  
according to the *Chronicle's* representative,  
remain pretty nearly what they were before the  
American diplomats set out from the New  
World to which they are again on their way.  
Their chief gain whilst sojourning in  
Rome has been an insight into the workings  
of political Roman Catholicism, enshrined in

a Curia whose ways are not as their ways,  
whose thoughts are far from their thoughts.  
They have learned that not without reason is  
Rome styled "Imperial" and "Eternal" and in  
bidding it adieu they do so without likelihood  
of visiting it again in their official capacity.  
No contract whatsoever has been agreed upon  
or signed by the negotiating parties, touching  
any of the matters they came together to treat.  
Those who persist in confounding self-efficiency  
with real power may exult in what has happened.  
But to those who value, above all, the religious  
influence of the Holy See, this recent incident  
occasions keen disappointment. And they have  
weighty reasons for believing that to none has  
that disappointment been more severe than to  
the frail old Pontiff who in his sturdier days  
strove so unweariedly to build up afresh the  
moral ascendancy of Roman Catholicism among  
civilised peoples.

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ROAD CENTRAL, Hongkong.  
Hongkong, 22nd April, 1902. [1191]

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OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Barmah, Manilla, Amoy, Shanghai,

Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,

Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Kanzen, Nagasaki,

Kushimoto, Saebao, Maiduru Miki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

and Freight Steamers.

SOLE PROPRIETORS of the Famous Miki, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokkaido, Honshu, Shikoku, and Kyushu, Japan, and other Coals.

Osaka, Sasebo, Tsushima, and other Coals.

N. INUZUKA, Manager, Hongkong.

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## THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr.

EDWARD LANGLEY has ceased to be

connected with our business.

MR. SOUTHERN KEAT has been appointed

our REPRESENTATIVE FOR THE HARBOR

AND SURVEYING BUSINESS, and all orders

committed to his charge will receive immediate

attention.

THE VICTORIA DISPENSARY,

J. R. CAPELL,

Manager.

Hongkong, 5th August, 1902. [2115]

STEAMSHIP "TINGSANG" GENERAL

AVERAGE.

NOTICE IS HEREBY GIVEN that

all Claims for damage to Cargo, and for

Cargo short received, must be submitted to the

Adjuster Mr. F. S. FULCHER (of the



The Company's Steamships "TAIPEI" and "ALBATROSS" have been placed on the Line between CHINA and JAPAN by JCS and VANCOUVER as additional sailings, taking Cargo and Passengers for all ports in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodations on the "ALBATROSS," take Particular Note of the excellent accommodations on the "TAIPEI," which takes First-Class Cabin Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Fidelity Trust Co.,  
P.O. Box 607,  
Vancouver, B.C.



# OCEAN STEAM SHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	TO	DATE
GLASGOW and LIVERPOOL	"JASON"	On 1st September.	
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.	
GLASGOW and LIVERPOOL	"KALISOW"	On 18th September.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.	
GLASGOW and LIVERPOOL	"MYNENIUS"	On 1st October.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th October.	

TO	HOMEWARDS.	TO	DATE
LONDON	"ANTENOR"	On 3rd September.	
LONDON	"DARDANUS"	On 10th September.	
LONDON	"DIOMED"	On 30th September.	
LONDON	"JASON"	On 14th October.	
LIVERPOOL	"PYRRHUS"	On 20th September.	

Hongkong, 28th August, 1902.

BUTTERFIELD &amp; SWIRE, AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
LOILOLO and CEBU	"KAIFONG"	On 2nd September.	
CHINKIANG	"TAIWAN"	On 3rd September.	
KOBE and YOKOHAMA	"CHINGTU"	On 4th September.	
THIENTSIN	"KWEIYANG"	On 5th September.	
THURSDAY ISLAND, COOK, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th Sept. at Noon.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 30th August, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU"	TUESDAY, 2nd Sept. at Noon.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 7th Sept. at Noon.
ANPING, VIA SWATOW AND AMOY	"MAIDZU MARU"	WEDNESDAY, 3rd Sept. at Noon.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 10th Sept. at Noon.

The Co.'s new Steamers are specially designed for the coast trade of South China and France, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class of Lloyd's.

Steamers will go along the Co's Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 1st September, 1902.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

### THE Steamship

"GUTHRIE,"  
Captain Dabell, will be despatched as above on THURSDAY, the 4th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1902.

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portion of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"CHANGSHA," leaves on 19th September.

"CHINGTU," 24th.

"TAIYUAN," 24th October.

"TSINAN," 15th November.

Superior accommodation in amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 27th August, 1902.

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA MUTUAL STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailing from CALCUTTA for Cape Town, via Port Elizabeth, for Freight and further particulars apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENTIA, ALICANTE, ALMERIA and MALAGA.)

### THE Steamship

"BISAGNO" will be despatched as above on THURSDAY, the 11th September, at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th August, 1902.

### "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY" will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 4th August, 1902.

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR AUSTRALIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

### THE Steamship

"PARRAMATTA," Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 1st September, 1902.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

### THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched, as above on WEDNESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 26th August, 1902.

### SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON" will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd August, 1902.

### TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU," 3,876 Tons, Captain Tate, will be despatched for MANILA on Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to THE MITSUI BUSHEN KAISHA, Agents.

Prince's Buildings, Ice House Street, Hongkong, 22nd August, 1902.

### NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

—Standard Oil Co.

—Allan, American ship, McKay—Standard Oil Co.

—Hyades, American steamer, Wright—Dodwell & Co., Ltd.

—MANUEL LAGUNA, American ship, Nicholls—Standard Oil Co.

## NOTICES TO CONSIGNEES

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd prox. at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 26th inst.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th August, 1902.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., via S. China.

From Persian Gulf, via B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 29th inst.

Goods not cleared by the 4th prox. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 29th August, 1902.

## S.S. "LAOS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, &c., via S. China, from Bordeaux, &c., via Ville de Lorient, and P. Leroy Lullier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuable, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon. To-day, the 26th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersecretary. Goods remaining undelivered after the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th August, 1902.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M., on the 30th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersecretary.

DAVID SASSON & CO., LD., Agents.

Hongkong, 28th August, 1902.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th August, 1902.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 2nd September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd September.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1902.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.

Algerine, ship, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Wigham, C.V.O., en route Hongkong.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Hongkong.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan.

Bleheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Suifu.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, at Weihaiwei.

Cressy, cruiser, 12,900 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Toller, at Weihaiwei.

Esperance, cruiser, 5,500 tons, 11 guns, Captain Stokes, at Weihaiwei.

Esperance, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong.

Fame, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei.

Feareless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

Firebrand, gunboat, 455 tons, 4 guns, 300 h.p., in reserve.

Gloria, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., Japan.

Hanley, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Harvey, at Weihaiwei.

Humbar, storeship, 1,340 tons, Comdr. John D. Daintree, at Hongkong.

Janus, torpedo-boat destroyer, 250 tons, 6 guns, 3,000 h.p., in reserve.

Kinako, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Hongkong.

Mutina, ship, 980 tons, 10 guns, Comdr. J. W. M. Plenderleath, Behring Sea.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, Japan.

Orion, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, ship, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Pique, cruiser







# OCEAN STEAM SHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		DUE	
FROM	STEAMERS	ON	DATE
GLASGOW and LIVERPOOL	"JASON"	On 1st September.	
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.	
GLASGOW and LIVERPOOL	"KATSON"	On 18th September.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.	
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.	
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th October.	

Hongkong, 26th August, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR		TO SAIL	
FROM	STEAMERS	ON	DATE
LOLOLO and CEBU	"KAIFONG"	On 2nd September.	
CHINKIANG	"TAIWAN"	On 3rd September.	
KORE and YOKOHAMA	"CHINGTU"	On 4th September.	
TIENSIN	"KWEIANG"	On 4th September.	
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELB	"CHANGSHA"	On 15th Sept. at Noon.	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at, through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 30th August, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		LEAVING	
FOR	STEAMERS	ON	DATE
TAMSWI, VIA SWATOW	"DAIJIN MARU"	TUESDAY, 2nd Sept.	
AND AMOY	"T. OATA"	at Noon.	
TAMSWI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 7th	
AND AMOY	"T. KITANO"	September.	
ANPING, VIA SWATOW	"MAIDZU MARU"	WEDNESDAY, 3rd	
AND AMOY	"T. SAITO"	September.	
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 10th	
AND AMOY	"I. GORO"	September.	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pooton at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA,

Manager.

Hongkong, 1st September, 1902.

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and  
Queensland Ports, and taking through  
Cargo to Adelaide, New Zealand,  
Tasmania, &c.)

THE Steamship

"GUTHRIE" will be despatched as above  
on THURSDAY, the 4th September, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the Steamers of the China Navigation  
Company *vice versa*.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 19th August, 1902.

## CHINA NAVIGATION CO., LD.

HONGKONG TO  
SYDNEY AND MELBOURNE  
VIA USUAL AUSTRALIAN PORTS OF  
CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY  
20 DAYS.

Saloon Passengers carried at SPECIALLY  
REDUCED RATES, portion of which  
can be obtained on application to the  
Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 13th September.

"CHINGTU" 29th

"TAIWAN" 13th October.

"TSINAN" 24th October.

Superior accommodation is provided, Electric  
Light throughout. Fitted with Refrigerators  
which ensure a fresh supply of Ice and Pro-  
visions during the entire voyage. Duly qualified  
European Surgeons carried.

**BUTTERFIELD & SWIRE**

AGENTS.

**CHINA NAVIGATION CO., LD.**

Hongkong, 27th August, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Lin-  
ers prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service betwixt CALCUTTA. Sailings from  
CALCUTTA for CAFE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1902.

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Eubattio United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Steam-  
ers to ADEK, SUEZ, PORT SAID, MESEMA,  
NAPLES, LECORNI and GENOA, also VENICE  
and TRIESTE, all MEDITERRANEAN, ADRIA-  
TIC, LEVANTINE and SOUTH AMERICAN  
Ports up to CALLAO.

(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"BISAGNO" will be despatched as above on THURSDAY,  
the 11th September, at Noon.

At Bombay, the steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 26th August, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENBOY" will be despatched as above on  
SATURDAY, the 13th September, 1902.

For Freight, apply to

**MCGREGOR BROS. & GOW,**  
Hongkong, 4th August, 1902.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEK, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA" Captain F. J. Fox, carrying His Majesty's  
Mails, will be despatched from this for Bombay,  
on SATURDAY, the 13th September, at  
Noon, taking passengers and cargo for the  
above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 1st September, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT),  
CALLING AT SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEK,  
SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,  
to EAST and SOUTH AFRICA, RED SEA, BLACK  
SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON" will be despatched at  
above on WEDNESDAY, the 17th September,  
P.M.

For information as to Passage and Freight,  
apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 26th August, 1902.

SHEWAN TOMES & CO.'S NEW  
YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON" will be despatched for the above port on  
SATURDAY, the 20th September.

For Freight, apply to

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 23rd August, 1902.

TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU" 3,876 Tons.

Captain Tale, will be despatched for MANILA on  
Monday, the 1st September, at Noon.

Magnificent Accommodation. Comfortable  
Cabins. Excellent Table. Unrivalled Speed.  
Electric Light. Doctor and Stewardess carried.  
For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 12th August, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crew  
of the following Vessels during their stay in  
Hongkong Harbour—

ADOLPH OBRIEN, Amr. barque, S. Amesbury.

Standard Oil Co.

ALLAN American ship, McKay—Standard  
Oil Co.

HYADES, American steamer, Wright—Dodwell  
& Co., Ltd.

MANUEL LLANO, American ship, Nichol-  
son—Standard Oil Co.

Hongkong, 26th August, 1902.

## NOTICE TO CONSIGNEES

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI" having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 2nd prox., at 2 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognized.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M., To-day, the 26th inst.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 26th August, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL" FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *China*.  
From Persian Gulf, ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M., To-day, the 29th inst.

Goods not cleared by the 4th prox., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company, who will  
survey Goods at 11 A.M. on Tuesdays and  
Fridays. Certificates of damage must be  
obtained within ten days of the vessel's arrival  
here, after which no claims will be recognized.

E. A. HEWETT,  
Superintendent.

Hongkong, 29th August, 1902.

S.S. "LAOS"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London,  
ex S.S. *Bagdad*, from Bordeaux, ex S.S.  
*Ville de Lorient*, and P. Leroy Lallier,  
in connection with above Steamer, are  
hereby informed that their Goods, with  
the exception of Opium, Treasures, and  
Valuables, are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, To-day, the 28th instant,  
requesting it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Tuesday, the 2nd September, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 2nd September, or they will not be re-  
cognized.

All damaged packages will be examined on  
Tuesday, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 26th August, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"ARRATOON APCAR" having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. on the  
30th inst., will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited.

Consignees of Cargo from SINGAPORE  
and PEYANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

DAVID SASSOON & CO., LD.,  
Agents.

Hongkong, 26th August, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENGARRY" having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Goods not cleared by the 4th prox. will be  
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Co. within ten days  
after the steamer's arrival, after which no  
claims will be recognized.

MCGREGOR BROS. & GOW,  
Hongkong, 26th August, 1902.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd., in both cases it  
will be at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 27th instant.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

Goods undelivered after the 2nd Sept. after  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will be  
examined at 11 A.M. on the 2nd September.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 26th August, 1902.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. S. E. Erskine, at  
Weihaiwei.

Allion, battleship, 12,950 tons, 16 guns, Capt.  
Thomas H. M. Jerram, at Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. Kowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Widdham, C.V.O., en  
route Hongkong.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000  
h.p., Capt. J. Startin, at Hongkong.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns,  
Capt. G. H. Cherry, R.N., Japan.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,  
21,311 h.p., Capt. F. G. Stopford, at  
Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. F. M. Louke, at Sibho.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. Theo. D. Pratt, at Weihaiwei.

Crosby, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. Henry M. T. Thorne, at Weihaiwei.

Edinboro, cruiser, 5,000 tons, 11 guns, Captain  
Stokes, at Weihaiwei.

Esperio, gunboat, 1,070 tons, 10 guns, Comdr.  
Ernest G. Barton, en route Hongkong.

Fameo, torpedo-boat destroyer, 300 tons, 6 guns,